



Hongkong Daily Press

ESTABLISHED 1867

Registered as a Newspaper at the General Post Office in the United Kingdom.

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THEIR EYES FROM OVERSTRAIN
BUT THEY
IMPROVE THEIR PERSONAL
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日五廿月三年酉辛

HONGKONG, MONDAY, MAY 2ND, 1921.

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8.00 " " 9.30 " " 10 " "
9.30 " " 11.00 " " 15 " "
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12.30 p.m. " 2.00 " " 10 " "
2.00 " " 3.00 " " 15 " "
3.00 " " 4.10 " " 10 " "

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8.00 a.m. to 10.30 a.m. every 15 minutes
10.30 " " 11.00 " " 10 " "
11.00 " " 12.00 noon " 15 " "
12.00 noon " 1.00 p.m. " 10 " "
1.00 p.m. " 3.30 " " 15 " "
3.30 " " 4.00 " " 10 " "
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4.30 " " 5.10 " " 10 " "

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10.30 " " 11.00 " " 10 " "
11.00 " " 12.00 noon " 15 " "
12.00 noon " 1.00 p.m. " 10 " "
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(All previous Time Tables cancelled.)

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Stations	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11	No. 12	No. 13	No. 14	No. 15	No. 16	No. 17	No. 18	No. 19	No. 20	No. 21	No. 22	No. 23	No. 24	No. 25	No. 26	No. 27	No. 28	No. 29	No. 30	No. 31	No. 32	No. 33	No. 34	No. 35	No. 36	No. 37	No. 38	No. 39	No. 40	No. 41	No. 42	No. 43	No. 44	No. 45	No. 46	No. 47	No. 48	No. 49	No. 50	No. 51	No. 52	No. 53	No. 54	No. 55	No. 56	No. 57	No. 58	No. 59	No. 60	No. 61	No. 62	No. 63	No. 64	No. 65	No. 66	No. 67	No. 68	No. 69	No. 70	No. 71	No. 72	No. 73	No. 74	No. 75	No. 76	No. 77	No. 78	No. 79	No. 80	No. 81	No. 82	No. 83	No. 84	No. 85	No. 86	No. 87	No. 88	No. 89	No. 90	No. 91	No. 92	No. 93	No. 94	No. 95	No. 96	No. 97	No. 98	No. 99	No. 100																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
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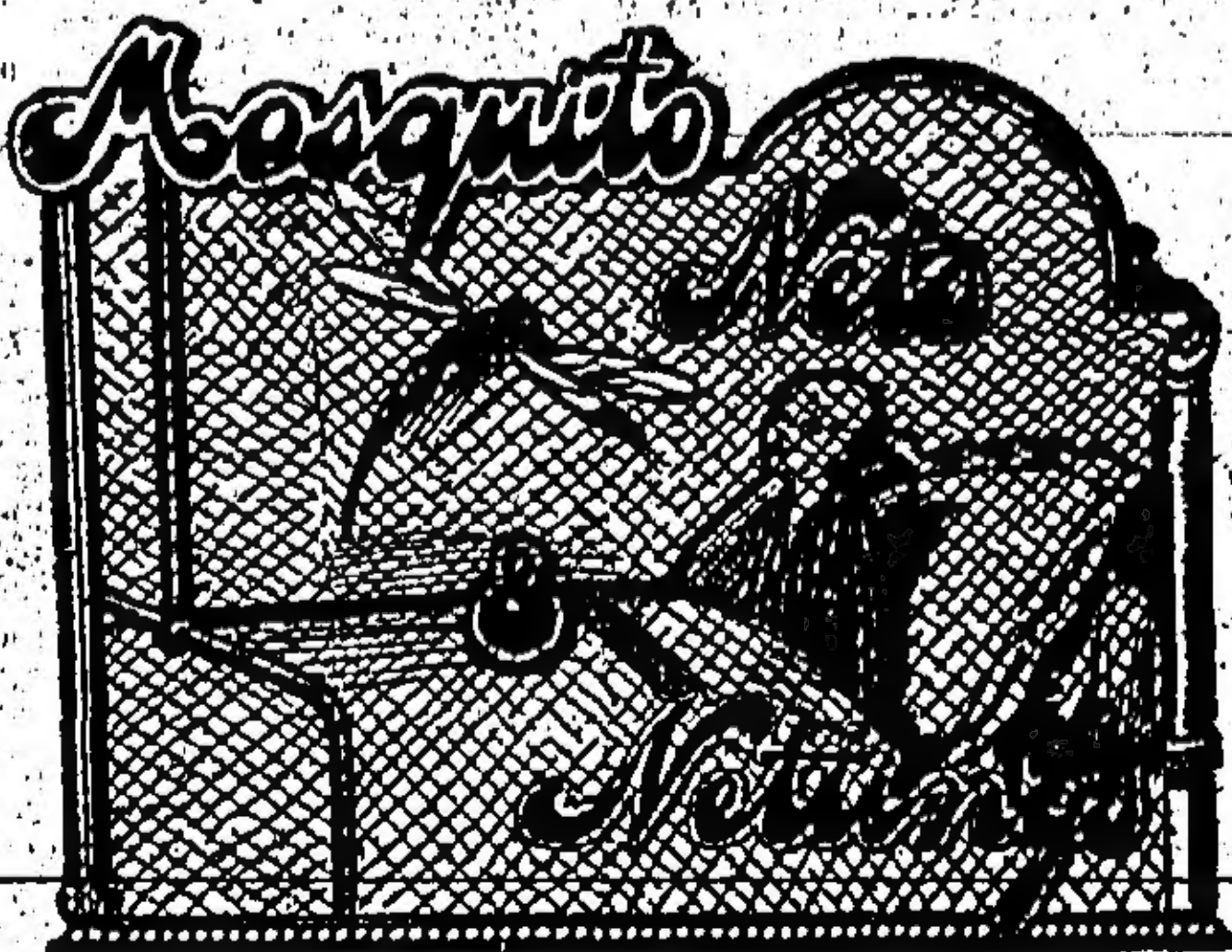
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A SHIPWRECK NEAR WEIHAIWEI. EXCITING RESCUE FROM THE STEAMER "NIMPO."

GALLANTRY OF BRITISH MARINES.

A correspondent at Weihaiwei sends to the N.C. Daily News the following account:

The str. Nimpo struck a rock during a very dense fog off Kaiming. The news arrived at Weihaiwei on Monday afternoon, when the N.S.O. immediately despatched armed parties to the spot for protection against pirates. They arrived on Monday evening and took on the duties of guarding the ship. Everything was going along smoothly until Thursday morning. The position of the ship was good as regards the weather, with but one exception, that being a north-east gale, and the very thing not wanted came on Thursday morning.

The wind started to blow and gathered in force, and the seas slowly but surely began to move the ship, while a wire hawser which had been made fast to the shore came apart. The weather at its highest was the worst seen on the coast for six years. The stern of the ship was slowly moved shorewards, and she began to heel over, while mountainous seas swept over her, fore and aft, and it was impossible to stand on board in an exposed position. The Chinese passengers and crew were getting very nervous, and with lifebelts on, ran to and fro, wondering what to do, and looking shorewards with anxious and longing eyes.

The order was given by the Captain to get the passengers and crew ashore. Two lifeboats were lowered under difficulties and manned by Chinese sailors, who took the boats on shore as soon as they were lowered, and immediately abandoned them, leaving the passengers and remainder of the crew to their fate.

ROYAL MARINES' GALLANTRY.

The only boat left was a small skiff. The first mate told the marines if they liked to try and get ashore they could have that boat. As there was a large hole in the bottom of it, one of the marines held a bunch of rags in position over the hole, while the remainder lowered the boat and manned it. They were joined by the first mate and, after much difficulty, got the boat ashore.

The first mate then asked for volunteers to man the lifeboat for rescue work and the Royal Marines immediately got into the lifeboat with him and, with the help of Chinese from the village, got the boat into the water again. It was not long before they were alongside the ship again, and the Chinese passengers and crew were swarming down the ropes by the dozens, a good many falling into the water, but they were soon hauled back again, and, after making four trips, the marines had everyone on shore with the exception of the officers, without the loss of a single life. Before the last trip, the first mate joined the officers on board, leaving the boat in the charge of the corporal of marines.

WORTHY HEROES.

While alongside for the last cargo of passengers a heavy sea came right into the boat, nearly swamping it, but the men eventually got the living freight ashore, but had to leave the boat; it being nearly full of water. They then got the Chinese to launch the other boat from the beach and, manned by marines, it stood by to take off the officers. The captain, seeing that nothing else could be done, passed the order to abandon ship, and they left the ship one by one, according to their seniority.

The ship's officers and marine guard gave a wonderful display of self control, showing a brave face to the last and were worthy of the British name. However, having got out of one difficulty they were faced with another one, namely, provisions. They had one bag belonging to the British police officer in charge of Chinese police, this containing Cornish pasties and sandwiches sent on board by his wife, with a few bottles of beer, which were gratefully received by the party. The Chinese from the villages gave the passengers and crew a little to eat.

SHORT OF FOOD.

The first mate, with one of the marines, volunteered to tramp out to the light-house 15 miles away, for provisions though they had no coats on, as they had taken them off in case they had to swim for it. The corporal then suggested they should patch up the hole in the small boat and try to get alongside for provisions. The second mate, with canvas and tin, soon made the boat watertight and officers and marines got on board and soon equipped the ship of its provisions. With plenty of food the party made themselves comfortable for the night, and, with sentries posted round the improvised camp and a gramophone which they got with the provisions playing "Pretty Bubbles in the Air," they waited patiently to see what the morning would bring. They had previously shouted to the captain that they would come off for him whenever he wanted to leave, but he stuck to the ship.

On the following morning, the wind having gone down, also the sea, they made a ferry of the small boat by tying ropes on the bow and stern, so that she could be pulled between the ship and shore, and got the officers, passengers and crew's belongings on shore. The company's tug No. 2 arrived about 10 o'clock and soon got to work, while the tug-Heeper of the Royal Navy arrived about 2 o'clock to take the marine guard back to Weihaiwei. They went with the consolation of knowing that they had done their duty well, because the ship's officers had remarked that, but for the assistance of the marines, there would have been a heavy loss of lives.

We shall get no "better world" until we make a better use of the world in which we live. Mr. C. N. Barnes.

SIR JAMES STEWART LOCKHART. WELCOMED IN HONGKONG.

Sir James Stewart Haldane Lockhart, K.C.M.G., F.R.G.S., M.R.A.S., LL.D., who is retiring from the position of Commissioner of Weihaiwei after nineteen years' service there, is travelling to England, with Lady Stewart Lockhart, on the Blue Funnel liner *Tyrerhus*.

Before being appointed Commissioner of Weihaiwei in 1902 Sir James had been for some years Colonial Secretary of Hongkong. His whole career up to that time had been spent in Hongkong. Sir James was born at Ardsheal, Argyllshire in 1853, and attained the 63rd year of his age this month. He was educated at King's College, Isle of Man, Watson's College, Edinburgh (gold medallist), and Edinburgh University (Greek Medallist). He was appointed after competitive examination to a Hongkong cadetship in 1878, and had the usual training and experience of a cadet in the Civil Service of the Colony. The C.M.G. was conferred in recognition of services rendered as a Special Commissioner to report on the extension of the boundary of Hongkong in 1898, and subsequently in connection with the delimitation of the boundaries. For both of these services Sir James received the thanks of the Secretary of State. He was knighted in 1908 after he had been at Weihaiwei some six years.

Sir James married in 1889, a sister of Mr. R. and Mr. H. Hancock, Hongkong. He is well-known as a student of the language and literature of China. His "Manual of Chinese Quotations" and "The Currency of the Farther East" are among his best known publications. Numismatics is one of his recreations.

The Hon. Mr. Lau Pak and other Chinese friends are entertaining Sir James and Lady Stewart Lockhart at tea at the Hongkong Hotel this afternoon, when a souvenir will be presented to Sir James and Lady Lockhart.

In the evening H.E. the Officer Administering the Government and Mrs. Severn are holding a reception in honour of Sir James and Lady Lockhart at Government House.

When in January, 1902, Mr. Lockhart was appointed to the Commissionership of Weihaiwei, a well-merited promotion, *The Hongkong Daily Press* said: "Throughout his 22 years' connexion with Hongkong he has succeeded in inspiring the utmost respect for his character and attainments. His transference to Weihaiwei not only indicates that the Colonial Office is alive to his merits, but is also a guarantee that the Colony to which he is to be removed is to receive more adequate attention than has hitherto been vouchsafed to it."

Of Sir James Lockhart's work at Weihaiwei the *N.C. Daily News* says: "The retirement of Sir James Lockhart will be a great loss to the residents of Weihaiwei, both foreign and Chinese, for during the 19 years he has been Commissioner there he has always been deservedly popular both officially and socially, and has considerably advanced British interests, as also he has upheld the honour of the British name by force of example and his invariable fairness."

No record of Sir James Lockhart's life in the Far East would be complete without reference to his eminence as a Chinese scholar. His published works include "A well known 'Manual of Chinese Quotations' and a book possessing the rather formidable title of 'The Currency of the Farther East,' which reveals his acumen in respect of the sterner sides of our life in China. But he is also the author of many very graceful translations of Chinese verse which denote him a master of his own tongue as well as that of the ancients. It was no doubt partly his knowledge and sympathy with the thought of the Chinese classics, added to his own personal charm and innate courtesy, which have made Sir James Lockhart's relations with the various Chinese officials, with whom he has had occasion to deal, so cordial. Though its existence was something that no Chinese official could be expected to resist, Weihaiwei has ever been on friendly terms with its neighbours, for which fact Sir James Lockhart's own personality and tact were largely responsible.

At Government House he was ever the kindest and most open-handed host, in which he was more than well supported by Lady Lockhart, and both of them will be greatly missed by many friends all up and down the coast."

Shanghai Races start to-day. In the Shanghai Race Club lotteries last week Half Moon Bay was easily favourite for the Derby, with the Robson stable second in demand. Instow and The Kingfisher being third and fourth favourites. For the Champions, the Winsome and Hasty stable was favourite, with Old Bill second and Bydand third in demand. Silver Streak was fourth favourite, closely followed by King's Cross, Shenkoland and Wilson.

THE METHOD OF MOUNTING

spectacle glasses is of the greatest importance," writes Dr. O. Hartridge, F.R.C.S., Ophthalmic Surgeon, and Lecturer on Ophthalmic Surgery to the Westminster Hospital, "they must be accurately centred in frames that are light, strong and fit well, otherwise the good effect of the most carefully chosen correction may be entirely frustrated by a faulty position of the glasses, or even a fresh source of eye-strain may be introduced." The Hongkong Optical Co., successors to Clark & Co., Refracting and Manufacturing Opticians, located in 53, Queen's Road Central, have the equipment and instrument to adjust your spectacles to a "nicely" *ABHY*.

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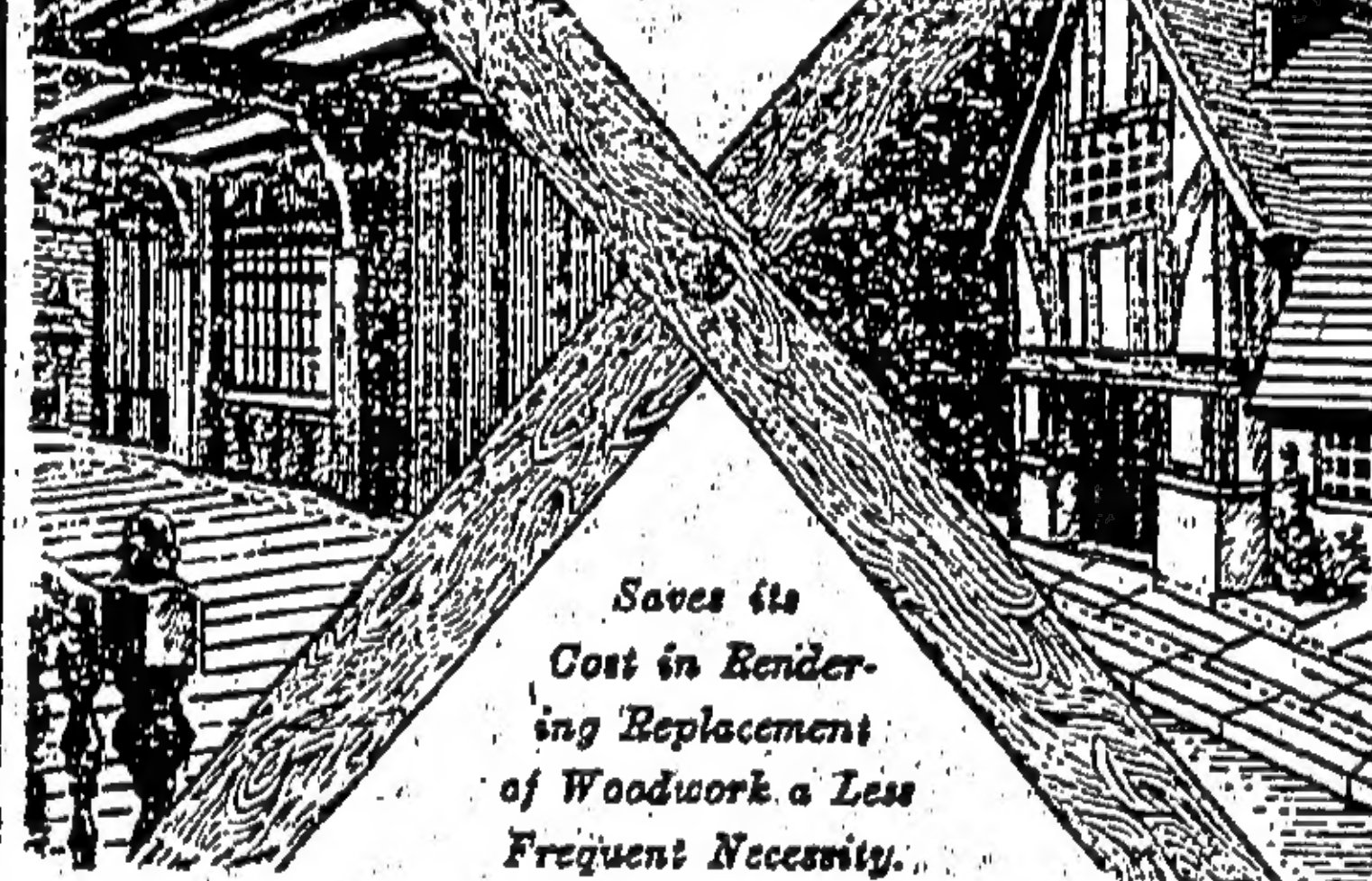
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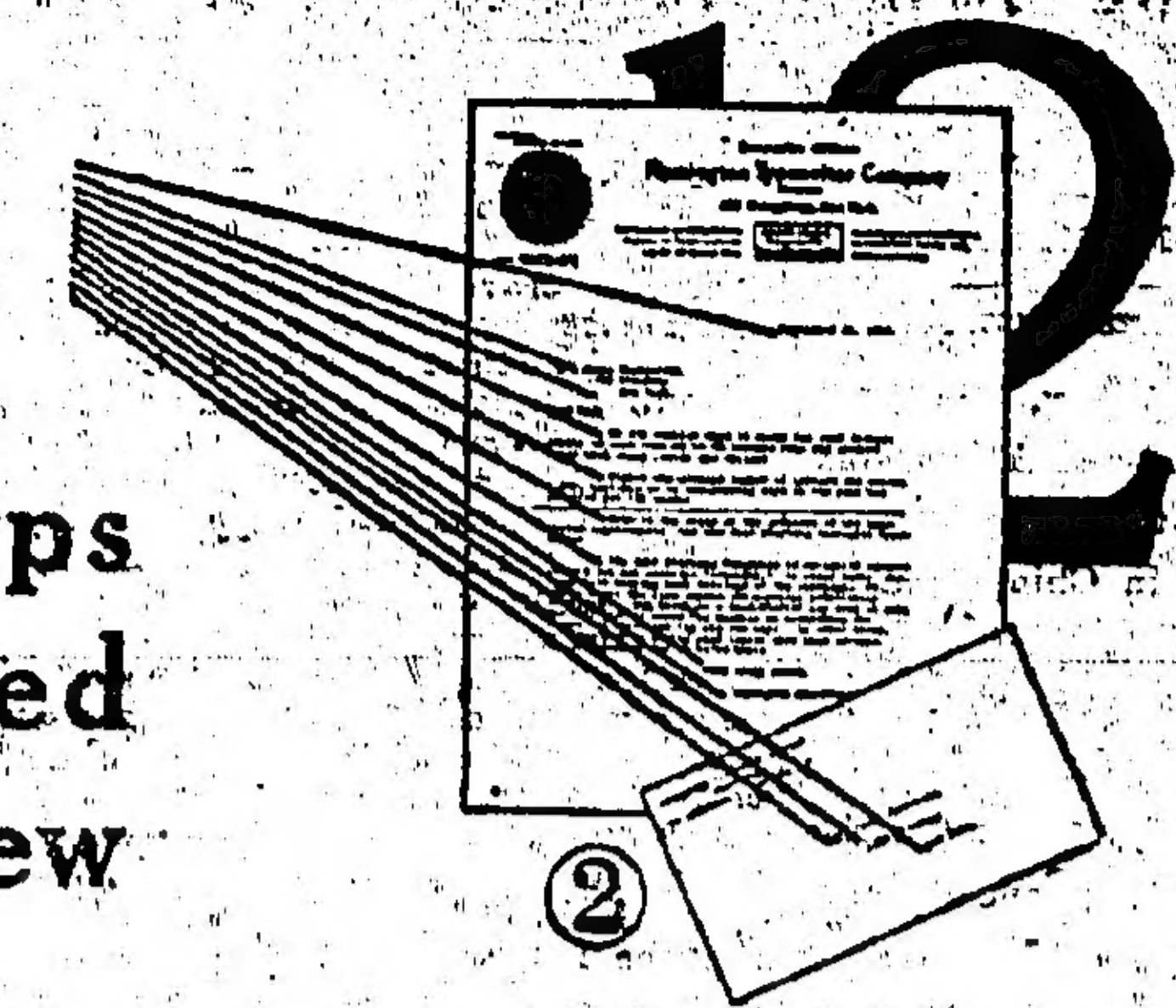
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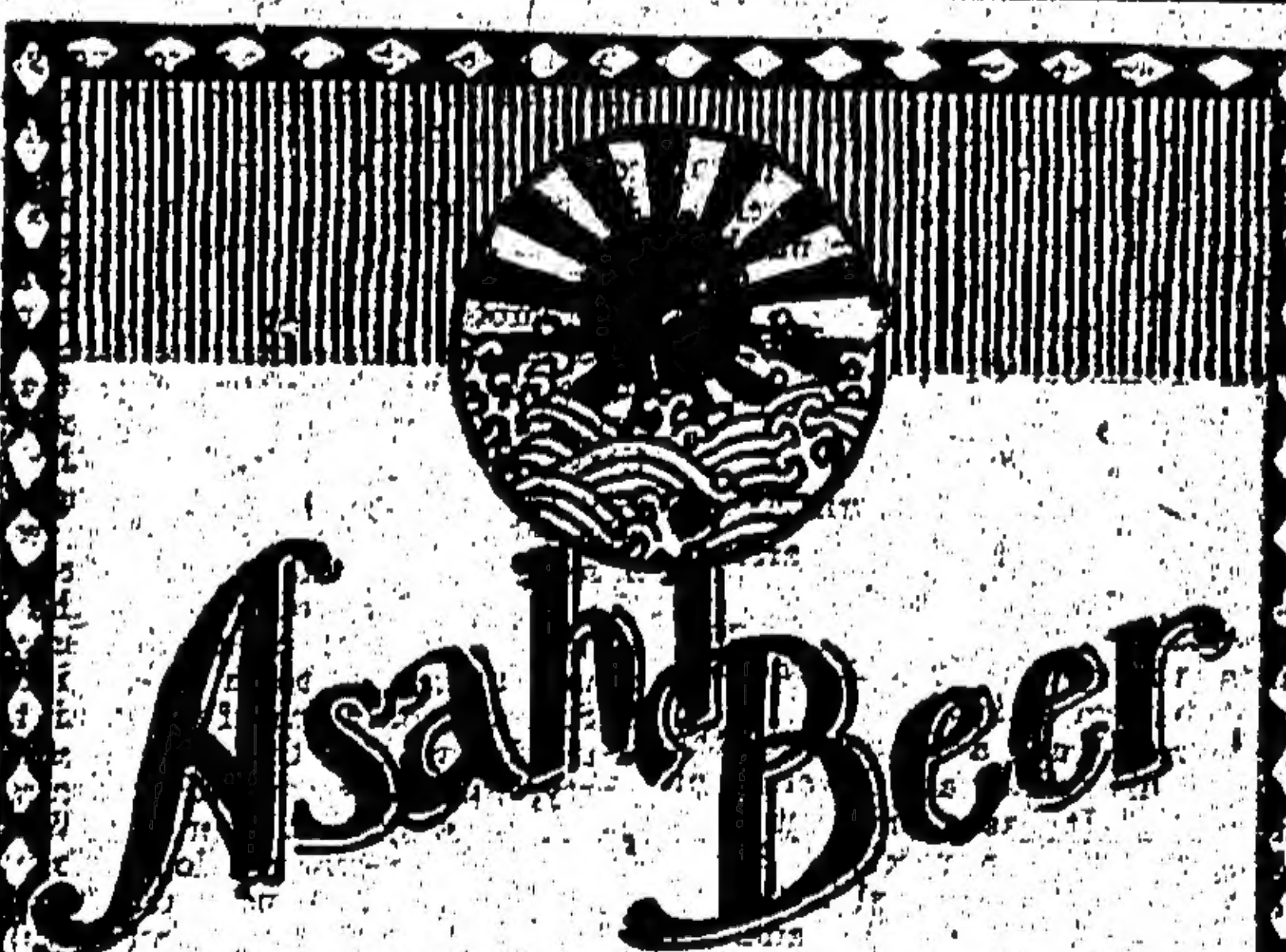
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BERLIN BY NIGHT.

DREARY PLEASURE.

A PLAQUE OF BEGGARS.

(By F. W. WILSON.)

Up till 6 p.m. Berlin is a shabby, dirty city. The old-time cleanliness of the streets has departed, and the Underden Linden looks as if the first thing it wanted was a good spring-cleaning. The Tier-Garten, with its wonderful beech trees, is a splash of colour, which even neglect cannot spoil, but the great square in front of the Reichstag is dusty and dirty, and the bitter east wind whirled across the Brandenburg plains, twisting the fifth of months into unpleasant eddies. But after 6 o'clock Berlin begins to change. The lights are turned on, and the city is a different place. The German business man leaves his bureau between six and seven, and for the benefit of foreigners and "schleppers," the much-talked-of Berlin night life then begins.

Up till 6 o'clock Berlin is a busy, hard-working city. Clerks, messengers, and porters hurry throughout the streets, and the cafes outside the hours of luncheon and tea, have but a sprinkling of business men, arguing hard, and trying to beat one another down. About 6 o'clock the crowds attack the shabby-looking buses, the noisy, rattling tramcars, and the debouch on the railway stations, which serve the suburbs. The German business man leaves his bureau between six and seven, and for the benefit of foreigners and "schleppers," the much-talked-of Berlin night life then begins.

A DANCE OF DEATH.
 I must point out immediately that this night life is an artificial growth, a feeble imitation of pre-war pleasure, a poor reflection of other Continental capitals. It is a dance of death, a seeking of pleasure in despair. No German worthy of the name patronises it or takes part in it. Patriotism and economy are the synonyms in Germany to-day, and the exotic nights of Berlin are used as a means of extracting money from foreigners and from the all-despised war profiteers.

The theatres begin at 7 o'clock, and are crowded. You can get one of the best seats in any house for 20 marks. Nobody puts on evening clothes, and the lighting is so restricted in the theatre itself that it is difficult to read one's badly printed programme. During the interval everybody leaves his seat and visits the restaurant on the premises, and eats noisily, and much and cheaply. Large meat sandwiches are consumed by the wealthier bourgeoisie, but most people bring paper parcels containing sausages and sandwiches, and buy only beer or coffee. Despite the fact that all the theatres are crowded, I was told that only once where Oscar Wilde's "Lady Windermere's Fan" is playing, is a pay proposition. In the rest, the cost of production is so high that it is impossible to make ends meet.

THE WINTER GARDEN.
 Probably the most typical Berlin place of entertainment is the Winter Garden, under whose vast glass dome are found a theatre and a restaurant. I sat one night at a table where a respectable German family of six were celebrating the betrothal of two young people. It was obviously a great night in the history of the family. They had each spent 15 marks on a seat, and they consumed five bottles of Rhine wine and a heavy meat supper, the total bill being about 250 marks—just over a pound. The entertainment provided was a fairly good variety show, and included a performing gorilla which had been taught many coarse tricks, a very good trick cyclist, a couple of American singers, and a popular comedian, who won a maximum amount of applause by adroitly mixing up political remarks with the singing of quite good songs.

After ten o'clock, when most of the theatres finish, people who wish to see more of Berlin at night go on to one of the many dance places, the most of the Palais de Danse, of which is the "Palais de Danse." In the old days, the Palais de Danse was a place where the most gorgeously dressed officers occupied the little boxes with their equally gorgeously dressed companions, and the scene at night, with the intense lighting, was one to be remembered.

Now-a-days the place is a cross between the old Empire promenade and the London night club. It is crowded with the war profiteers and with foreigners are only genuine German citizens present are the women and the waiters. Cold food can be obtained at fabulous prices, and everybody drinks cheap sparkling wine, for which they pay five or six times the price a similar bottle could be obtained for during the day. A gorgeously attired band plays all the latest ragtime tunes. I heard tunes from "The League of Nations," "London-Paris-New York," "A Night Out," and, of course, "A Little Dutch Girl," and "Sybil."

A LETTER EXCHANGED.
 Dancing, which has been going on since about eight o'clock, becomes an arduous business between ten and twelve o'clock—the floor being crowded. At the back of the building is a bar where a alleged cocktail can be obtained at a minimum price of 10 marks, and a maximum price depending upon your ignorance of German. The Englishman is pursued with attentions, everybody is pursued with attentions, and to him that seems anxious to explain to him that they speak "a little English," and have known British officers.

The most interesting person I met in the Palais de Danse was a waiter, who, after fighting on the Eastern Front and in Salonica, had been captured early in 1918 in France, at Cambrai, and had spent the rest of the war in a British internment camp. He it was who consented to make my bill one night a document of reasonable size, and who dissembled to me, learnedly, on the effect of (Continued at foot of next column.)

"A GREAT VISION."

LORD ROBERT CECIL ON ANGLO-AMERICAN AMITY.

Anglo-American relations were discussed by Lord Robert Cecil, M.P., Mr. Fred T. Smith, of New York, and the Hon. J. D. Storey, Premier of New South Wales, in speeches at the American Luncheon Club, on March 18th.

Lord Robert Cecil said that when America entered the war Great Britain had a great vision of the two countries marching hand in hand towards the dawn. No foreigner had ever been received as Mr. Wilson was in the streets of London. He would speak quite frankly, that reception was not for himself, not even for his country, but because he symbolized to the British people the great hope that was in their hearts. He appeared to them as the great harbinger of peace. There was nothing in the world the English people desired so much as peace. They hated war profoundly. It was because they loathed war and saw in Mr. Wilson the embodiment of their hope that they received him as they did.

DISAPPOINTMENT OF PEACE.
 The speaker added:—We thought a new chapter had been opened in Anglo-American relations, that our two countries, with all there is in common between us, could have a great movement towards peace, peace between the nations and peace in the nations, a new era in which co-operation should be the dominating note and competition should be relegated to its true position. Well, that was 1918. I am afraid that most of us feel that the two years of peace have brought greater disappointments than all the four years of war. What we looked forward to so anxiously, so passionately, is not produced. Undoubtedly there has been a cooling off in the relations between our two countries—that is putting it, I fear, with moderation. There are a few questions which, I am told, are much felt on the other side of the Atlantic, questions about the Navy, about oil, about cables. It seems painful that these questions, all of them surely adjustable by friendly conversation, should hinder the relations between two great countries. I will never indulge in recriminations against the other country—indeed, I am not sure that either of us could do so with anything approaching justice, for when history comes to be written I doubt very much whether either of us will come out with clean hands. What I say to you is: Leave aside the past and let us fix our eyes on the future. We had a great vision, cannot we revive it again? (Cheers.)

Mr. F. T. Smith said that he wished to tell them that America's overwhelming and unchangeably loved Great Britain. The two countries were bound together by religion, and that was a tremendous tie, not easily severed. Could they imagine the spiritual children of Moody and Spurgeon fighting! America was overwhelmingly in favour of taking her part in world responsibilities that would make for permanent peace and good will in the world. The talk about war was due to the fact that America had not suffered so much. "You Britishers," said Mr. Smith, "soft pedal a little when you sing 'Rud Britannia.' Britain is not going to rule the world. And you Americans, let us have less of America first, and to hell with the rest of the world."

Mr. Storey said that they in Australia were isolated from Britain, and their problems in the future would be very materially and effectively helped by an understanding with America.

an adverse plebiscite in Upper Silesia on German economic life. "We will never," he said, "fight you English again. You beat us at our own game. We cannot take on the French, they are too strong just now, but we do want to fight the Poles. They are the only people against whom I will put on uniform again." I pressed him further about the French, but he would add nothing except to spit on the floor.

As you leave the Palais de Danse about midnight you are surrounded by a host of beggars, wounded soldiers, starving women, and parasites, who insist on giving you addresses at which you can continue your pleasure (sic). One even, when I drove up in a taxicab to a restaurant at about 10.30 p.m., was surrounded by thirty or more beggars in the few moments in which I was rapidly multiplying the fare on the clock eight times in order to pay the driver.

THE 5th HOURS.
 Officially, Berlin's night-life finishes at midnight, but in countless wine-shops and cafes pianos tinkle on till all the hours, and fiddlers murder well-known tunes till dawn. Drear, tired, heavy-laden women induce strangers to drink and are sold at about three marks each, and the only excitement is provided by the police, who occasionally raid these forbidden places. Nothing happens, however, on these visits; everybody gives a wrong name and you hear nothing more about it.

I am told that these alleged cabarets can be counted in their hundreds. Any way, the streets are quite crowded all night with women, who make a regular round, and even as late as five o'clock in the morning you can find more people in one street than in the whole of the West End of London. A pitiful sight is Berlin in the early hours of the morning.

There is nothing pleasant, nothing attractive, nothing amusing about this night-life. It is merely a shoddy way of extracting money from idle sightseers and vicious visitors. It is the result of the poverty of post-war conditions, and the general breakdown of national pride and civil responsibility. It is nasty and ugly, and one of the first signs of Germany's recovery in morale will be the disappearance of this blot on what was once a great city. (Sunday Times.)

INDO-CHINA

STEAM NAVIGATION COMPANY LIMITED

SAILINGS, SUBJECT TO ALTERATION

SHANGHAI via Swatow ... "WINGSANG" ... Mon. 2nd May. Noon.
 BANGKOK via SWATOW ... "TEJPAO" ... Tues. 3rd May. Dlight.
 STRAITS & CALCUTTA ... "YATSHING" ... Tues. 3rd May. Noon.
 HAIPHONG via HOIHOW ... "LOKSANG" ... Wed. 4th May. 9 a.m.
 SHANGHAI & TAIKOW via Swatow ... "CHOYANG" ... Thurs. 5th May. Dlight.
 TIEN TSIEN ... "YUENSANG" ... Fri. 6th May. 3 p.m.

CALCUTTA LINE.—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodations, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailing from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow when convenient.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

TIEN TSIEN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chiao-tung.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok, via Swatow, by four steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "YATSHING" will be despatched on or about Tuesday, May 3rd, at Noon, for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWET-TENHAM, MADRAS and DUTCH EAST INDIES.

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Telephone No. 218.

GLEN AND SHIRE

Joint Service of Steamers.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel ... Discharge
 S.S. "GLENLYN" ... 8th May.
 S.S. "GLENOGLE" ... 15th May.

HOMEWARDS.

Vessel ... Discharge
 S.S. "GLENIFFER" ... about 25th May ... GLEN, LONDON & ROTTERDAM.

Movements are subject to change without notice.
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CAPITAL PAID-UP ... Y20,000,000

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Vice-President: Mr. K. MATSUURA

Managing Director: Mr. MATSUYAMA

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And under the Company's management—

Twenty steamers of about 9,100 tons deadweight each.

Two steamers of about 6,400 tons deadweight each.

(Belonging to the Kawasaki Dockyard Co. Ltd.)

For Charter Rates and all other particulars apply to—

KAWASAKI KISEN KAISHA

No. 8, Esaki, Kait.

SHIPPING NEWS

ARRIVALS.

April 30th.
Chennan, British str., 1,355 tons, Capt. Purcell, from Canton, with a general cargo.—B. & S.
Hanpang, British str., 1,207 tons, Capt. E. Blackburn, from Bangkok, with wood and rice.—B. & S.
Hermes, Dutch str., 1,313 tons, Capt. E. De Haan, from Balikpapan, with kerosene oil.—Asiatic Petroleum Co.
Hydrangea, British str., 561 tons, Capt. J. H. Drummond, from Swatow, with a general cargo.—Chiu On S.S. Co.
Imanaka, British str., 1,421 tons, Capt. T. H. Nino, from Saigon, with a general cargo.—Nemaze.
Lokman, British str., 979 tons, Capt. C. J. Mattock, from Hoihow, with a general cargo.—J.M. & Co.
Lushan Maru, Japanese str., 1,517 tons, Capt. Yasukawa, from Canton, with a general cargo.—N.Y.K.
Mongolian Prince, British str., 2,725 tons, Capt. J. Hallway, from Shanghai, in ballast.—Furness (Far East).
Miyama Maru, Japanese str., 1,333 tons, Capt. Enoki, from Wakamatsu, with coal.—M.R.K.
Sinkiang, British str., 1,016 tons, Capt. W. Puckett, from Shanghai, with a general cargo.—B. & S.
Sushu Maru, Japanese str., 1,001 tons, Capt. K. Fukui, from Takao, with a general cargo.—O.S.E.
Sundon, British str., 4,217 tons, Capt. Cecil Brooks, D.S.O., from Yokohama and Shanghai, with a general cargo.—Mackinnon, Mackenzie & Co.
Wupo Maru, Japanese str., 2,222 tons, Capt. H. Ishida, from Chingwangto, with coal.—Dodwell & Co.
 May 1st.
Antilochus, British str., 5,792 tons, Capt. W. McLutcheon, from Kutchinotzu, with a general cargo.—B. & S.
Canton Maru, Japanese str., 1,839 tons, Capt. Isokichi, from Tsingtau, with salt.—Y.K.K.
Chongching, British str., 1,238 tons, Capt. Cortlandt, from Shanghai, with a general cargo.—J.M. & Co.
Chungking, British str., 2,284 tons, Capt. Walker, from Swatow, with a general cargo.—J.M. & Co.
Hailan, British str., 1,183 tons, Capt. Jones, from Hoihow, with a general cargo.—Man Wing S.S. Co.
Hulda, Norwegian str., 1,065 tons, Capt. H. Bull, from Bangkok, with rice.—Kin-Tse Loong.
Honghee, British str., 2,058 tons, Capt. A. C. Clarke, from Singapore, with a general cargo.—Seng Soon Hong.
Kun Ying Fat, Chinese str., 440 tons, Capt. A. Noronha, from Canton.—Globe Nav. Co.
Kwonggang, British str., 1,244 tons, Capt. Richard, from Canton, in ballast.—J.M. & Co.
Lungchow, British str., 1,220 tons, Capt. A. J. Scott, from Bangkok, with a general cargo.—B. & S.
Lurelin, American str., 3,242 tons, Capt. H. E. Sanders, from Manila, with a general cargo.—Struthers & Dixon.
Pyrhus, British str., 4,322 tons, Capt. Geo. T. Clark, from Shanghai, with a general cargo.—B. & S.
Samarang Maru, Japanese str., 2,448 tons, Capt. K. Yasui, from Balikpapan, with a general cargo.—Nanyo Yusen Kaisha.
Shinshiku Maru, Japanese str., 2,348 tons, Capt. T. Kawamura, from Saigon, with rice.
Van Olan, Dutch str., 2,362 tons, Capt. Scholte, from Swatow, with a general cargo.—J.C.F.L.

CLEARANCES.

April 30th.
Changchow, for Swatow.
Chennan, for Shanghai.
China, for Singapore.
Chongch, for Pakhoi.
Derwent, for Saigon.
Hatching, for Swatow.
Halvard, for Hoihow.
Hatchur, for Weihaiwei.
Kayo Maru, for Swatow.
Kaukon Maru, for Moji.
Kyungpung, for Swatow.
Mongolian Prince, for Hoiho.
Montague, for Shanghai.
Shien Maru, for Saigon.
Sinkiang, for Canton.
Soudan, for Singapore.
Suiyang, for Saigon.
Taga Maru, for Wokamatsu.
Tijliwong, for Swatow.
 May 1st.
Antilochus, for Saigon.
Hanpang, for Swatow.
Inoban Maru, for Takao.
Loretto, for Shanghai.
Lushan Maru, for Swatow.
Pyrhus, for Singapore.
Sushu Maru, for Canton.

PASSENGERS.

DEPARTURES.

Per a.s. Soudan, on May 1st:—Miss Hutton, Mr. Selkirk, Mr. J. B. Pomeroy, Mr. Navasquez, Mr. Penney, Mr. Radloff, Mr. Muller, Mr. Reed Ace, Mrs. L. N. Brown, Mr. A. S. Allen, Bishop Scott, Rev. Scott, Mr. Front, Mr. J. Straub, Mr. Sheriff, Miss Fox, Mrs. Turner, Miss Overden, Miss K. Morrison, Miss Mathews, Mrs. Clarke, Mr. and Mrs. Leslie, Mrs. Wilkinson, Mr. C. E. E. Hurst, Dr. and Mrs. C. Starkey, Miss Ross, Mr. Atkinson and family, Mr. H. F. Hammond, Mr. and Mrs. Muller, Mr. H. P. Wilkinson, Mr. B. M. Tyler, Rev. A. S. Adams, Mr. J. Dowling, Mr. Boon, Mr. C. Boon, Rev. Hicks, Miss O'Sullivan, Mr. S. E. Kirth, Mrs. Anderson and family, Miss Price, Miss M. Hendon, Miss E. Krans, Miss M. Krans, Miss Barrow, Miss Stephens, Mrs. Hicks, Mr. and Mrs. Lamb, Mr. Price, Miss Brown, Miss Murray, Mrs. Anderson, Mrs. O'Sullivan, Mrs. Vanstone, Mrs. Price, Mr. and Mrs. Rodbeck.

SHIPPING MOVEMENTS.

The N.Y.K. s.s. Yamagata Maru (New York line) left Kobe for this port, via Moji, on April 30th, and is expected here on May 7th.

VESSELS EXPECTED.

Aberdeen (Admiral line), from Shanghai, due May 22nd.
Bellerophon (Blue Funnel line), due May 18th.
Bowen Castle (Barber line), Dodwell & Co., agents, from New York, due May 18th.
Edmore (Admiral line), from Shanghai, due May 23rd.
Hakula Maru (N.Y.K.), from Japan, due May 3rd.
Hector (Blue Funnel line), due May 3rd, noon.
Kayo Maru (N.Y.K.), from London, due May 23rd.
Kirin Maru (N.Y.K.), from Calcutta, due May 10th.
Marhaon (Blue Funnel), due May 5th.
Montague (C.P.O.S.), from Saigon, due May 3rd.
Peria Maru (T.K.K.), due May 8th.
Saidzuoka Maru (N.Y.K.), due May 15th.
Sushu Maru (N.Y.K.), due May 2nd.

SHIPPING NOTES.

Captain F. W. Wise, who for many voyages has acted as first officer of the China Mail str. *China*, has taken over command of the vessel from Captain C. J. Lancaster, who is reported to have been appointed Bar Pilot at the port of San Francisco.

It is stated that the names to be allotted to the new series of "K" boats which are now under construction for the China Navigation Co. are as follows:—Kalgan, Kiangsun, Kiungchow, Kuangchow, Kuangtung and Kueiyang.

WEATHER REPORT.

May 1st, at 12.07.—Pressure has decreased slightly at all reporting stations; it probably remains highest over Japan.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.60 inch. Total since January 1st, 8.58 inches against an average of 11.84 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Forecast.
 Hongkong to Gap Rock (E. and S.E. winds, moderate; fair).
 Formosa Channel (The same as No. 1).
 South coast of China between the same as Hongkong and Lamook (No. 1).
 South coast of China between the same as Hongkong and Hainan (No. 1).

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, May 1st.

	Previous Day at 5 p.m.	On Date at 5 a.m.	On Date at 3 p.m.
Barometer	29.91	29.85	29.83
Temperature	76	75	81
Humidity	84	84	78
Wind Direction	East	East	East
Force	3	2	3
Weather	0	0	0
Rain	0	0	0

Highest open-air temperature on 30th ... 78.

Lowest open-air temperature on 1st ... 74.

P. & O. S. N. CO.

STEAMERS FOR STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS & LONDON.

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THE Steamship "DILWARA," Captain L. Bab, carrying His Majesty's Mail, will be despatched from this Port on or about TUESDAY, the 10th, MAY, 1921, taking Passengers and Cargo for the above Ports. Silk and Valuables and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London. Parcels will be received at this Office until 3 p.m., the day before sailing. The contents and value of all packages are required.

For further particulars apply to: MACKINNON, MACKENZIE & CO., Agents, Hongkong, May 2nd, 1921.

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SANTAL MIDY

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THERAPION No. 1
THERAPION No. 2
THERAPION No. 3

The N.Y.K. s.s. Yamagata Maru (New York line) left Kobe for this port, via Moji, on April 30th, and is expected here on May 7th.

C.P.O.S.

SAILINGS.

HONGKONG TO VANCOUVER via Shanghai, Nankai, (Moji), Kobe & Yokohama.

Steamer	From Hongkong	Due Vancouver
EMPEROR OF JAPAN	May 17	June 7
EMPEROR OF ASIA	May 25	June 15
EMPEROR OF RUSSIA	June 14	July 8
EMPEROR OF JAPAN	June 23	July 11
EMPEROR OF ASIA	July 2	July 22
EMPEROR OF RUSSIA	July 21	Aug. 6
EMPEROR OF JAPAN	Aug. 18	Sept. 6
EMPEROR OF ASIA	Aug. 23	Sept. 16
EMPEROR OF JAPAN	Sept. 20	Oct. 11

Passengers to Europe are advised to determine the route of the Atlantic crossing prior to, and as far in advance as possible, their departure from the Orient. The route of the Atlantic crossing is ascertained as on the 15th. The route of the Atlantic crossing is ascertained as on the 15th. The route of the Atlantic crossing is ascertained as on the 15th.

For full particulars please apply to: HONGKONG OFFICE, CANADIAN PACIFIC OCEAN SERVICES LTD.

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TRANSPACIFIC SERVICE Freight and Passenger.

FOR SAN FRANCISCO VIA SHANGHAI, JAPAN PORTS AND HONOLULU.

"ECUADOR" AMERICAN STEAMERS

"COLUMBIA" Sailing May 15th.

"GOLDEN STATE" Sailing June 11th.

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FOR JAVA.

Ports of call:—Batavia, Samarang, Soerabaya, Macassar and Balikpapan.

S.S. "MACASSAR MARU" sailing on or about 7th May.

S.S. "SAMARANG MARU" sailing on or about 14th May.

FOR JAPAN.

Ports of call:—Moji, Kobe and Yokohama.

S.S. "SAMARANG MARU" sailing on or about 3rd May.

S.S. "BOERNEO MARU" sailing on or about 10th May.

For further particulars please apply to: K. SUZUKI, Manager, No. 5, Queen's Road Central. [767]

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"THE PATHWAY OF THE SUN."

STEAMER	TONS	LEAVE HONGKONG
PERIA MARU	2,000	May 16th
TAIYO MARU	2,000	May 23rd
SIBERIA MARU	2,000	June 10th
TENYO MARU	2,000	June 21st
KOREA MARU	2,000	July 1st
SHUNYO MARU	2,000	July 16th

* Calling at Dairen instead of Nagasaki. * Omitting Shanghai.

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THROUGH BY TRANS-ANDERSON ROUTE TO BUENOS AIRES.

STEAMER	TONS	LEAVE HONGKONG
SEIYO MARU	14,000	May 15th
RAKUYO MARU	14,000	May 15th
CHUNYO MARU	14,000	July 11th

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S.S. "CHINA" May 18th S.S. "NANKING" June 15th S.S. "NILE" July 13th

SAILING FROM HONGKONG for MANILA.

S.S. "NANKING" June 4th

SAILING FROM HONGKONG for SINGAPORE.

S.S. "CHINA" July 22nd S.S. "NILE" June 25th

AN UNEQUALLED HIGH CLASS PASSENGER SERVICE.

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STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
---------	------	----------------------	------------------------	-----

TJISALAK -- JAVA Loading 3rd May JAVA

TJILIWONG -- JAVA In port 1st May SHANGHAI

TJIKINI -- JAVA 8th May 11th May SHANGHAI

TJILEBOET -- JAVA 8th May 21st May JAVA

* Wireless Telegraphy.

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(United Netherlands Navigation Company).

HOLLAND OOST AZIE LIJN

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"ALCOR" June ROTTERDAM & HAMBURG 2nd June

"ALCHIBA" July AMSTERDAM & HAMBURG 20th July

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ELLERMAN & BUCKNALL S.S. CO., LTD.

JAPAN, CHINA & STRAITS

TO UNITED KINGDOM & CONTINENT.

LONDON, ROTTERDAM & HAMBURG

S.S. "KASENGA" ... 6th May.

LONDON, ROTTERDAM & HAMBURG

S.S. "KATUNA" ... 25th May.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

or to REISS & Co., CANTON.

THE BANK LINE, LTD.

General Agents.

NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

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BOSTON & NEW YORK S.S. "KNIGHT COMPANION" ... 16th May

S.S. "CITY OF SHANGHAI" ... 6th June

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Subject to change without notice.

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HONGKONG AND CANTON. REISS & CO., CANTON.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail
SWATOW & SINGAPORE	CHANGCHOW	On 2nd May, 10 A.M.
SWATOW & BANGKOK	"KANCHOW"	On 3rd May, 10 A.M.
AMOY, SHANGHAI & FUKOW	"SINKIANG"	On 3rd May, Noon.
SHANGHAI	"SUNNING"	On 6th May, Noon.
SHANGHAI & TSINGTAO	"YINGCHOW"	On 7th May, 4 P.M.
HONGKONG, PAKHOI & H'PHONG	"KAIFONG"	On 8th May, 10 A.M.
AMOY, SHANGHAI & FUKOW	"SHANTUNG"	On 10th May, Noon.

SHANGHAI LINE—PASSENGER, MAILS and CARGO. Excellent Saloon accommodation. Amidships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

Telephone 36.

Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHEW

AND RETURN

(Occupying 9 to 10 Days.)

HAIKONG ... Capt. W. Cooper ... TUESDAY, May, 2nd, at 12 Noon.

HAIKONG ... Capt. W. C. Farnham ... FRIDAY, May, 6th, at 12 Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAFRAIK & CO.

General Managers.

P. & O. - British India
Apcar and
Eastern & Australian
Lines

(COMPANIES incorporated in ENGLAND.)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"DILWARA"	5,378	10th May	Singapore, Colombo & Bombay
"NAGOYA"	7,000	13th May	Marselles, London & Antwerp
"FLASSY"	7,348	11th June	do
"DELIA"	6,000	25th June	do
"SYRIA"	7,000	2nd July	do
"KALYAN"	6,000	5th Aug.	do

BRITISH INDIA - APCAR SAILINGS (South)

"TAKADA" ... 7,000 ... 9th May ... Calcutta via Singapore, Pango & Rangoon

EASTERN & AUSTRALIAN SAILINGS (South)

"KANOWNA"	7,000	6th May	Sandakan, Thursday Island
"ST. ALBANS"	5,000	25th May	Townsville, Brisbane.
Calla Hiole omits Sandakan			Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

"ST. ALBANS"	5,000	7th May.	Japan direct.
"ABRATON APCAR"	4,500	10th May.	Japan via Shanghai.
"FLASSY"	7,348	25th May.	Shanghai only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.
1st Saloon Passengers may travel by P. & O. Company's Steamers between Singapore and Calcutta or Singapore and Madras in line of the section of their P. & O. Tickets Singapore to Colombo.
All Cabins are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.
Parcels measuring not more than 2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice. Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GORDON & DOUGLAS, at 10 a.m. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns.

For further information, please apply to: MACKINNON, MACKENZIE & CO., Agents.
22, Des Voeux Road Central, HONGKONG.O. S. K.
OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

"ATLAS MARU" ... Saturday, 14th May.

BUENOS AIRES-RIO DE JANEIRO, SANTOS, MAURITIUS.

DURBAN & CAPE TOWN via SINGAPORE. PASSENGER SERVICE.

"CHICAGO MARU" ... Sunday, 15th May.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

DELI & BANGKOK via SAIGON & SINGAPORE—Regular monthly service.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and Japan. Regular fortnightly passenger service touching at intermediate ports in Japan taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

"AFRICA MARU" ... Thursday, 26th May.

NEW YORK via SUEZ—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.

"SUMATRA MARU" ... Tuesday, 31st May.

NEW ORLEANS LINE via SUEZ.

"SUMATRA MARU" ... Tuesday, 31st May.

JAPAN PORTS—Shanghai, Moji, Kobe & Yokohama.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office.

TAKAO via SWATOW & AMOY

"BOSSU MARU" ... Thursday, 5th May

For sailing dates and further particulars please apply to Y. YASUDA, Manager.

No. 1, Queen's Building. [30]

Tel. Nos. 744 & 745

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer ... Arr. Hongkong from Australia ... Lv. Hongkong for Australia

SAILING SERVICE TO AUSTRALIA

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A fully qualified Doctor is attached. Reduced Fares. Cargo loaded through to all Australia, New Zealand & Transvaal Ports.

For freight and passage apply to—BUTTERFIELD & SWIRE, Agents. [68]



Operating the following U.S. Shipping Board Steamers

PASSENGER AND FREIGHT SERVICE.

For MANILA

S.S. "WENATCHEE" ... Sailing May 3rd.

For VICTORIA, VANCOUVER, SEATTLE

(Calling Shanghai & Japan Ports).

From Hongkong

Arrive Seattle

S.S. "CROSSEY" Freight only April 19th

S.S. "WENATCHEE" Freight only May 14th

S.S. "EDDIE" Freight only May 24th

S.S. "EDDIE" Freight only May 24th

S.S. "WENATCHEE" Freight only July 25th

S.S. "KEYSTONE STATE" Freight only Aug. 18th

S.S. "ABERCOSS" Freight only Sept. 18th

For PORTLAND DIRECT

(Calling Kobe & Yokohama).

S.S. "MONTAGUE" Freight only April 29th

S.S. "ABERCOSS" calling at Shanghai & Japan Ports Sailing June 2nd.

Through Bills of Lading issued to Overland Common points.

Passenger and Freight Particulars.

THE ADMIRAL LINE

Telephone 2477 & 2478.

5th Floor, Hotel Mansions. [71]



THE PACIFIC STEAMSHIP CO.

REGULAR SERVICE

To & From

SAIGON-SINGAPORE-SUMATRA

JAVA PORTS.

OPERATING THE FOLLOWING U.S.S.B. STEAMERS—

LAKE FARREAR ... May 2nd.

LAKE ONAWA ... May 19th.

Through bills of lading issued to all United States, Pacific Coast and Overland Points.

For full Particulars and Rates, Apply to—

THE ADMIRAL LINE.

5th Floor, HOTEL MANSIONS BUILDING.

(Tel. Add.: ADMIRALINE. Telephone 2477 & 2478.)

SERVICE TO UNITED STATES

For NEW YORK and/or BOSTON via Panama.

S.S. "WYTHEVILLE" ... to NEW YORK ... May 4th.

S.S. "WINYAH" ... to NEW YORK ... June 2nd.

For freight space and particulars apply to—

BARBER STEAMSHIP
LINES, INC..

THE ADMIRAL LINE.

Telephone

2477 & 2478.

AGENTS

5th Floor

HOTEL MANSIONS.

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MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATES
SHANGHAI KOBE & YOKOHAMA	"PAUL LEOAT" ... 23,000	On or about 1st June
	Shanghai (only)	

MARSEILLES via SAIGON, SINGAPORE, COLOMBO, DUEBOUT, SUEZ, PORT SAID	"AMAZONE" ... 11,000	On or about 10th May
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ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

R. HODENFUSER, Agent, Queen's Building.

Telephone 740

CHINA-AUSTRALIA MAIL S.S. LINE.

For AUSTRALIAN PORTS via MANILA & SANDAKAN.

"VICTORIA" ... May 3rd.

"HWAH PING" ... May 13th.

For Freight and Passage, apply to—

THE CHINA & AUSTRALIA S.S. CO., LTD.

Tel. 3307

113, Queen's Road, Central.

